R REMAINS) CLOSED in other appropriate communications	Applicant(s)  ROSENFELD ET AL.  Art Unit  3625  h the correspondence address this application. If not included nication will be mailed in due course. THIS ubject to withdrawal from issue at the initiative
effrey A. Smith  s on the cover sheet with R REMAINS) CLOSED in other appropriate community. This application is so	h the correspondence address this application. If not included nication will be mailed in due course. THIS
effrey A. Smith  s on the cover sheet with R REMAINS) CLOSED in other appropriate community. This application is so and MPEP 1308.	h the correspondence address this application. If not included nication will be mailed in due course. THIS
R REMAINS) CLOSED in other appropriate community. This application is sund MPEP 1308.	this application. If not included nication will be mailed in due course. THIS
<u>′04</u> .	
e Examiner.	
een received. een received in Applicatior	
NT of this application.	a reply complying with the requirements
	MINER'S AMENDMENT or NOTICE OF declaration is deficient.
's Patent Drawing Review mendment / Comment or i (c)) should be written on the header according to 37 CFR	in the Office action of
5. ☐ Notice of Info 6. ☐ Interview Sui Paper No./N 7. ☐ Examiner's A	ormal Patent Application (PTO-152) mmary (PTO-413), Mail Date Amendment/Comment Statement of Reasons for Allowance
	een received. een received in Application ments have been received this communication to file NT of this application. ed. Note the attached EXA reason(s) why the oath or se submitted. o's Patent Drawing Review amendment / Comment or in the header according to 37 CFF of BIOLOGICAL MATE OR THE DEPOSIT OR TH

## REASONS FOR ALLOWANCE

Page 2

The following is an examiner's statement of reasons for allowance:

The prior art of record neither anticipates nor fairly and reasonably teaches an aviation parts and repair system comprising, inter alia, comprising a server system (claim 1) or an Online Overhaul Communication Module (claim 9) configured to authenticate each engine part using a received engine serial number; determine engine parts that are missing from the engine when received; and generate a missing-at-incoming report that describes the parts missing from the engine when received (see claim 1).

Smith (U.S. Patent No. 5,931,877) discloses using a serial number to track repairable components of a system (col. 6, line 60-col. 7, line 6) and Aragones et al. (U.S. Patent No. 6,067,486) discloses retrieving configuration data of a particularly numbered engine. However, neither Smith nor Aragones et al., nor any other prior art of record, teach a server system or Online Overhaul Communication Module configured to authenticate each engine part using the received engine serial number and ultimately generate a missing-at-incoming report that describes the parts missing from the engine (having such serial number) when received.

Art Unit: 3625

Similarly, the prior art of record neither anticipates nor fairly and reasonably teaches a method (claim 11) for the automation of parts ordering, warranty claim submission, and dissemination of product and repair information for aviation parts, using an Aviation Parts and Services System to improve communication and customer satisfaction, the system including at least one server, a centralized database, and at least one client system accessible by a customer for accessing repair information for the customer's aviation parts that have been returned to a repair facility for refurbishment, said method comprising, inter alia, the steps of authenticating each engine part using a received engine serial number; determining engine parts that are missing form the engine when received; and generation a missing-at-incoming report that describes the parts missing from the engine when received.

Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

## Conclusion

The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

Eger, Andrew C: "Reducing repair cycle time", Army

Logistician, Sept/Oct 1997, pg 10 discusses the use of national stock numbers (NSNs).

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Jeffrey A. Smith whose telephone number is 703-308-3588. The examiner can normally be reached on M-F 6:30am-6:00pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Wynn Coggins can be reached on 703-308-1344. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Application/Control Number: 09/724,124 Page 5

Art Unit: 3625

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free),.

Deffrey A. Smith Primary Examiner Art Unit 3625

jas